



Washington State
Department of Transportation

Road to Recovery: Faces, Places & Facts

Washington State's Implementation of the
American Recovery and Reinvestment Act (ARRA)



Progress Report

November 2009



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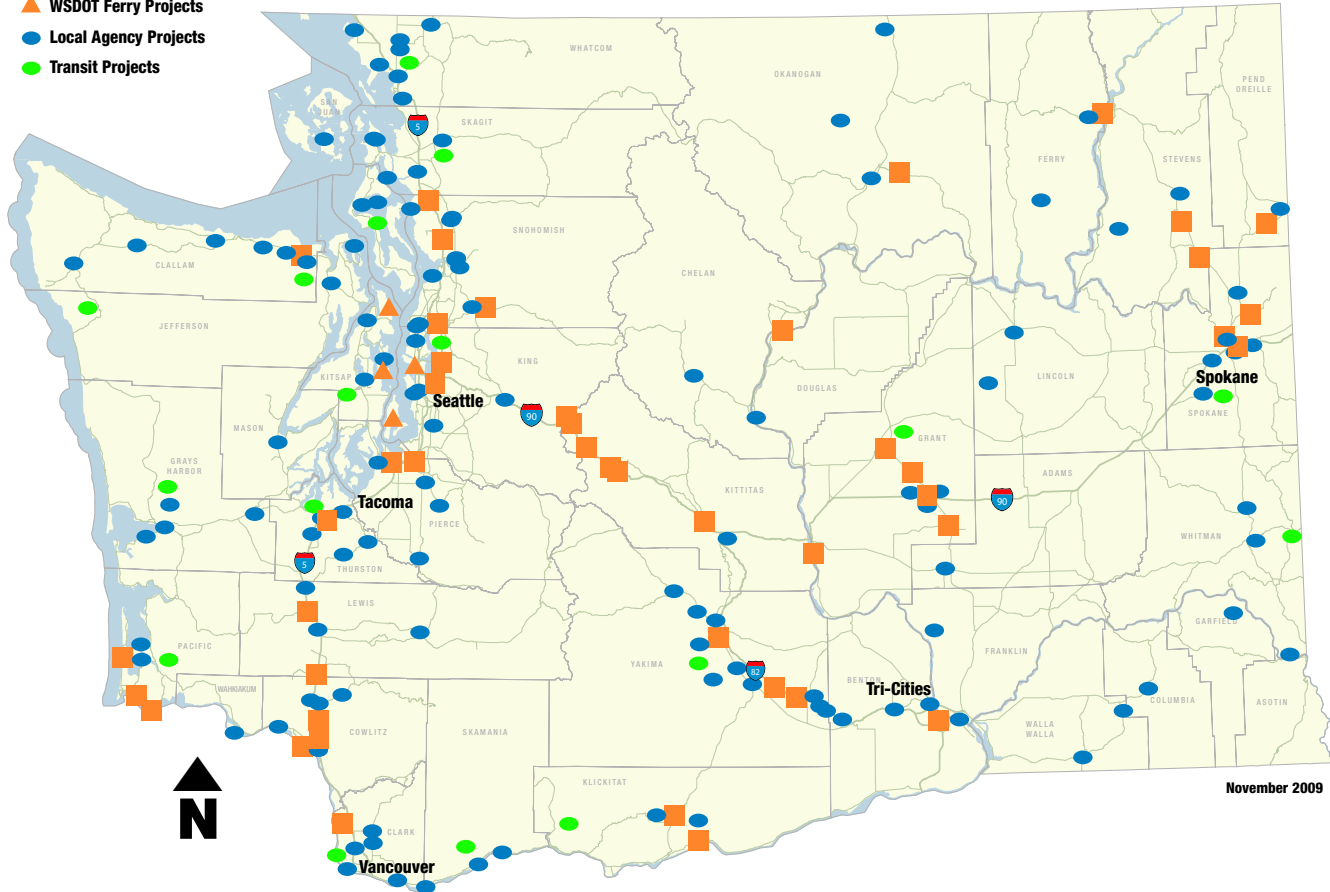
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Cover photo:
SR 17 Stimulus Paving
Grant County

Washington's ARRA Stimulus Projects



- WSDOT Highway Projects
- ▲ WSDOT Ferry Projects
- Local Agency Projects
- Transit Projects



November 2009

Washington's Recovery Act funds are providing real benefits

State and Local Highway Projects (\$492 m)

- Pavement Preservation (chip seal/hot mix asphalt/hot mix asphalt over concrete) 431.26 lane miles
- Dowel Bar Retrofit in Concrete 63.34 lane miles
- Concrete Replacement 51.83 lane miles
- HOV Lanes 7.57 miles
- General Purpose Lanes 3 miles
- Three Urban Interchanges
 - I-405/NE 8th - Improvements
 - I-5/SR 501 - Rebuild
 - I-82/Valley Mall Blvd - Rebuild
- Safety Improvements
 - Rumble Strips 580 total miles
 - Cable Barrier (3 strand upgrade) 101,286 linear feet
 - New Cable Barrier (4 strand) 139,584 linear feet

Transit (\$179 m)

- Passenger Transportation Vehicles (buses, minibuses, vans) 258
- Additional buses upgraded to hybrid propulsion systems 30
- Ferry terminal and vessel preservation projects 13
- Bus shelters 16
- Light rail and commuter rail projects 3

City and County Local Projects

Washington's cities and counties continue to play a major role in delivering jobs and infrastructure improvement with Recovery Act funds. Of the \$492 million ARRA funds for Washington's highway infrastructure improvement, \$152 million went to city and county projects, benefitting 153 individual communities across the state. The projects ranged from linking communities through new sidewalk connections to improving freight access to ports.

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A Message from Paula Hammond

Washington State Department of Transportation is delivering the largest construction program in the state's history, thanks to the forward-thinking investments of the 2003 and 2005 gas tax packages, which funded 391 projects across Washington, worth \$15 billion.

With 80 percent of those projects either completed or under construction by December, 2009 will be remembered for our role in stabilizing the economy and putting people back to work.

ARRA: Highway and transit projects

In February 2009, President Barack Obama signed the American Recovery and Reinvestment Act (ARRA), bringing more than \$492 million for state and local highway construction projects to Washington. Another \$179 million was allocated to Washington for transit and ferry programs.

Governor Chris Gregoire and the Washington State Legislature moved quickly to allocate \$340 million to 34 ready-to-go state projects, along with an initial list of 11 second-tier state projects. Bids

on the state ARRA projects have been excellent, averaging more than 23 percent below our engineer's estimates. That has allowed the state and local agencies to build more projects than was first expected.

ARRA grants

WSDOT is aggressively competing for another \$482 million in USDOT TIGER grant funds, to build portions of the SR 520 and Columbia River Crossing projects. And, in September and October, WSDOT strategically identified more than \$1.3 billion in high-speed intercity rail projects to increase Amtrak Cascades service between Portland and Seattle.

Washington Jobs Now

Our WSDOT team moved quickly to get stimulus funds moving into the economy. Of the 196 state and local highway projects funded by the Recovery Act, 166 (85 percent) were awarded to contractors this construction season and more than 78 projects have been completed. Those projects helped create and sustain real jobs in communities all over the state. Recovery Act projects accounted for more than

1,600 jobs in both September and October. Employees earned more than \$10.8 million working more than 284,000 hours on Washington highway projects in October. In total, Washington's highway construction investments have paid out nearly \$40 million in payroll.

While we focus on the numbers, we also remember the faces of the ARRA. Perhaps it is most important to consider the faces of the Recovery Act – the men and women who, through their hard work, made our roads safer and helped preserve our system. You can see in this report that these men and women were grateful for the opportunity to bring home a paycheck.

We, in turn, remain grateful for their tremendous effort and consistently high quality work.

Sincerely,



Paula J. Hammond
Secretary of Transportation

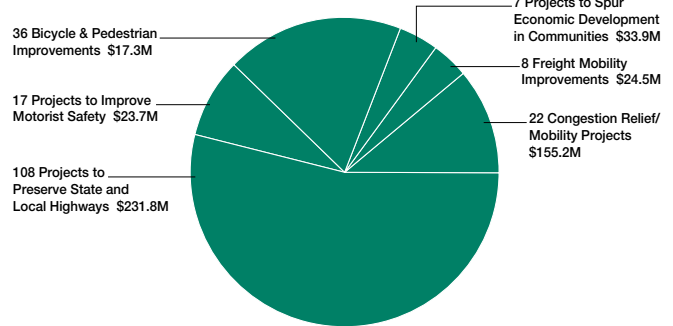
Progress Report

Certified and obligated Tier I and Tier II highway projects

WSDOT and local governments will deliver more than 196 highway projects with the \$492 million Washington received from the ARRA. Many of the 166 contracts to date were awarded to bids below the engineers' estimates, helping fund additional ready-to-go projects on state and local government Tier 2 lists. The Federal Highway Administration has obligated funds, or agreed to spend money, on 182 of the projects and Washington has until March 2 to have the rest of the money obligated to projects. Nearly 80 projects have been completed to date and many more are under construction now.

Highway Projects Funded by the Recovery Act (ARRA)

198* state and local projects by type



*Includes two safety project funding buckets for cable median barrier and rumble strips statewide.

Individual highway projects

	State	Local	Total
Total funds (\$ in millions)	\$340	\$152	\$492
Obligated funds* (\$ in millions)	\$264 (77%)	\$139.1 (92%)	\$403.1 (82%)
Project delivery to date			
Operationally complete	20 (50%)	58 (37%)	78 (40%)
Awarded**	32 (80%)	134 (86%)	166 (85%)
Advertised	35 (85%)	139 (89%)	174 (88%)

*The state obligation percentage relates to a slightly higher amount, \$344 million, including \$4 million in enhancement funds the Legislature gave to local agencies.

**One state project has stimulus funding authorized for preconstruction and is currently under way.

Employment

Washington state and local stimulus projects have provided nearly \$40 million in payroll to employees working more than 1 million hours. The average wage paid for the work is over \$37 per hour. Contractors, subcontractors, and government staff closely track the employment data to report it monthly to citizens, the Federal Highway Administration, Congress, and the White

House Office of Management and Budget. Employment data as measured in hours worked, payroll, and full-time equivalents increased each month as more projects have advanced to construction. **Employees earned over \$10.8 million working more than 284,000 hours on Washington highway projects in October.**

Total Employment for State and Local Recovery Act Projects

	August 2009	September 2009	October 2009
Total Hours	252,125	280,927	284,192
Total Payroll (\$)	\$9,330,938	\$10,437,551	\$10,892,783
Full-time Monthly Equivalents (FTE)*	1,458	1,624	1,643
Individuals paid in part or full with Recovery Act funds	5,433	6,638	6,400

* Full-time Monthly Equivalents reflects 173 labor hours = 1 Monthly FTE.

NOTE: Data current as of November 30, 2009.

Stimulus Project Delivery Grants

Transportation Investment Generating Economic Recovery (TIGER)

Three high-priority transportation projects in King County, Vancouver, and Spokane will compete for

TIGER

\$1.5 billion available
in USDOT TIGER
Discretionary Grants.

WSDOT applied for grants to build portions of the SR 520 Bridge Replacement program (\$300 million), the Columbia River Crossing (\$147 million), and the North Spokane Corridor (\$35 million).

Each of the projects proposed to receive funding will improve mobility in major freight corridors, complement current state highway investment, and provide jobs in communities experiencing

WSDOT is vigorously
competing for ARRA
grant funding to improve
its infrastructure

significant business closures and unemployment.

We targeted mega-projects that clearly need federal assistance to enable the projects to be built. Our applications meet the TIGER grant criteria and also invest in construction-ready projects that are part of some of our most important corridor improvement programs.



Courtesy of Community Transit; photo by Joe Walsh

Transit Investment for Greenhouse Gas and Energy Reduction (TIGER)

The Obama Administration announced \$100 million in Economic Recovery Act funding for 43 transit agencies that are pursuing cutting-edge environmental technologies to help reduce global warming, lessen America's dependence on oil, and create environmentally sustainable jobs. Among the projects funded under the competitive bidding were three Washington transit agencies:

- Community Transit of Snohomish County collected \$3 million to cover the incremental cost of a hybrid propulsion system on 30 diesel buses that are already being procured.
- Link Transit, which connects the communities of Chelan and Douglas counties, received \$2.9 million to fund battery powered zero emission circulator buses.
- Clark Transit of Clark County received \$1.5 million to improve various systems and install solar panels at several Clark County facilities.

NOTE: Data current as of October 27, 2009

Modes

Transit

The Recovery Act provided \$8.4 billion to the Federal Transit Administration (FTA). Of that \$8.4 billion, \$179 million is available for our state. These funds bring widespread benefits, including new buses and transit station improvements. The estimated distribution of the formula funds include:

Public Transportation Projects

- rural projects = \$12 million
 - rural administration = \$2 million
 - small urban transit projects = \$12 million
 - large urban transit projects = \$152.7 million
- Total for Washington = \$179 million

Aviation



The Recovery Act specifically includes \$1.3 billion for projects and programs administered by the Federal Aviation Administration. These programs will protect and promote jobs through construction projects at airports and investments in FAA's air traffic control infrastructure.

Eight Washington airports received nearly \$50 million in Recovery Act funding to improve airport facilities and rehabilitate runways and taxiways.

High Speed Passenger Rail



The ARRA High Speed Intercity Passenger Rail Program provides federal funding to match the 10 years of state investment in our Amtrak Cascades corridor. WSDOT is seeking more than \$1.3 billion in ARRA stimulus funds for the Pacific Northwest Rail Corridor.

In October, WSDOT applied for nearly \$900 million in High Speed Intercity Passenger Rail grants to develop new high speed and intercity passenger rail services, including substantial upgrades to existing Amtrak Cascades service. WSDOT applied in August for nearly \$435 million in the first round of applications for Track 1 ready-to-go projects. When completed, these projects will add an additional daily Amtrak Cascades round trip between Seattle and Portland, improve on-time reliability, reduce rail congestion, and provide better service.

NOTE: Data current as of October 27, 2009

Disadvantaged Business Enterprises

► **October 21, 2009** | This article was published in the October 21, 2009, issue of the WSDOT Express Lane – www.wsdot.wa.gov

Disadvantaged Business Enterprises (DBE) is a program to increase the opportunities for qualified minority and women-owned small

Opportunity (OEO) has stepped up to help DBE firms be successful participating in ARRA projects.

Targeted outreach is helping firms to benefit from federal assistance

DBE firms benefit from ARRA projects.

businesses to participate in federally funded projects, such as American Recovery and Reinvestment Act (ARRA) projects. For some DBE firms, those opportunities would be lost without knowing what resources are available to them. That's where WSDOT's Office of Equal

programs. One of Washington's DBE/MBE firms, Cates & Erb, Inc., received the first eligible ARRA bonding assistance award in the nation on September 25, 2009. The Recovery Act provided \$20 million for DBE bonding assistance. The funds can be used to reimburse small and disadvantaged

companies for bonding fees and payments. The award to Cates & Erb was in the amount of \$13,000 for a \$979,000 bond. Cates & Erb is a Native American owned firm that applied for ARRA bonding assistance for the Oroville and Omak local projects on which they are the prime contractor.

Outreach efforts assist contractors and DBE subcontractors in making the necessary connections to deliver ARRA projects. For the 33 WSDOT-administered ARRA contracts that have been awarded, every prime contractor who made a commitment to hire DBE firms for a percentage of the work has met or exceeded their DBE goal.

Pierce Transit purchase of diesel electric/CNG vehicles

► **April 11, 2009** | This article was published in the April 11, 2009, issue of the WSDOT Express Lane – www.wsdot.wa.gov

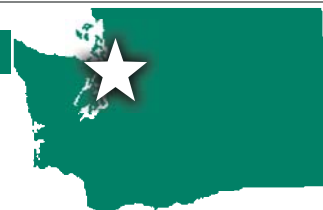
As part of the American Recovery and Reinvestment Act (ARRA), Washington received \$179 million in formula funding for public transportation

or cover the costs of preventative maintenance of vehicles and facilities. One example of how those funds will be used can be found in Pierce County. ARRA funding will help

Washington received \$179 million for public transportation.

through the Federal Transit Administration. In our state, we may see the ARRA funds used to build park and ride lots, construct maintenance/operations buildings or transit centers, purchase new buses or communications equipment,

Pierce Transit purchase diesel electric/compressed natural gas (CNG) vehicles. The project will help Pierce Transit diversify its fleet and allow it to use diesel, if there is ever a shortage of CNG. Pierce Transit was the first transit agency in



Washington to have 100 percent of its fleet using CNG buses. This now consists of around 280 buses that make up its fixed and paratransit routes. The total cost of the project is \$9 million, with \$5.4 million coming from Federal Transit Administration stimulus funding.



I-5 needed this work for the nearly 60,000 vehicles that use it every day.

I-5 SR 532 to Starbird Road PCCP rehabilitation

► June 13, 2009

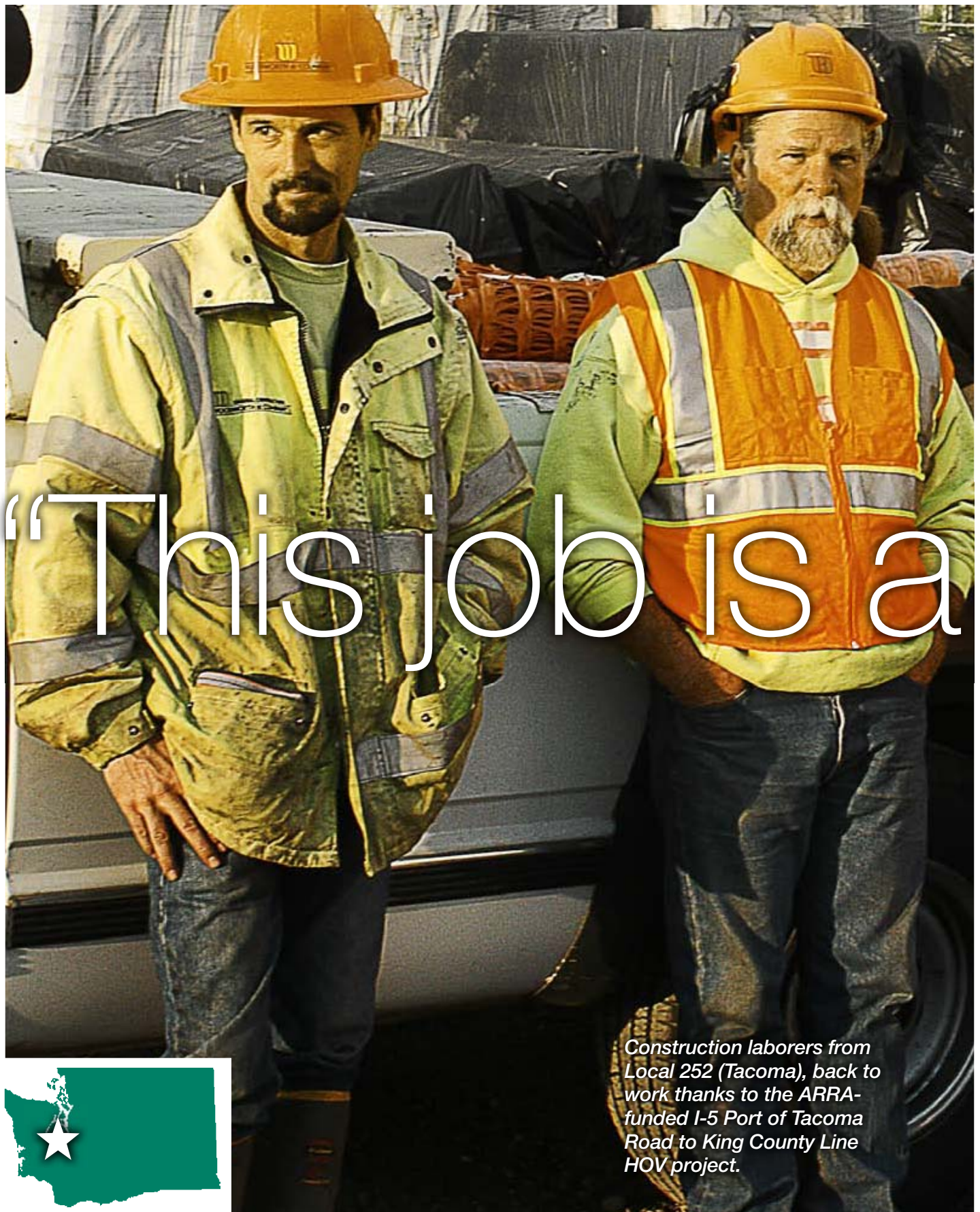
This article was published in the June 13, 2009, issue of the WSDOT Express Lane – www.wsdot.wa.gov

Highway construction crews repaired and replaced cracked and broken concrete pavement along six miles of Interstate 5 in Skagit and Snohomish counties this summer.

The project repaired the right lane of southbound I-5 between State Route 532 and Starbird Road, near Stanwood. This \$7.18 million project would not have been possible this year without ARRA funding. Necessary repairs would have been delayed until funding became available.

This project improved southbound I-5 near Stanwood by extending the life of the pavement and providing a smoother ride for travelers. I-5 needed this work to preserve the highway for the nearly 60,000 passenger and freight vehicles that use it every day. Similar work was already done by a separate project in the northbound direction of I-5.

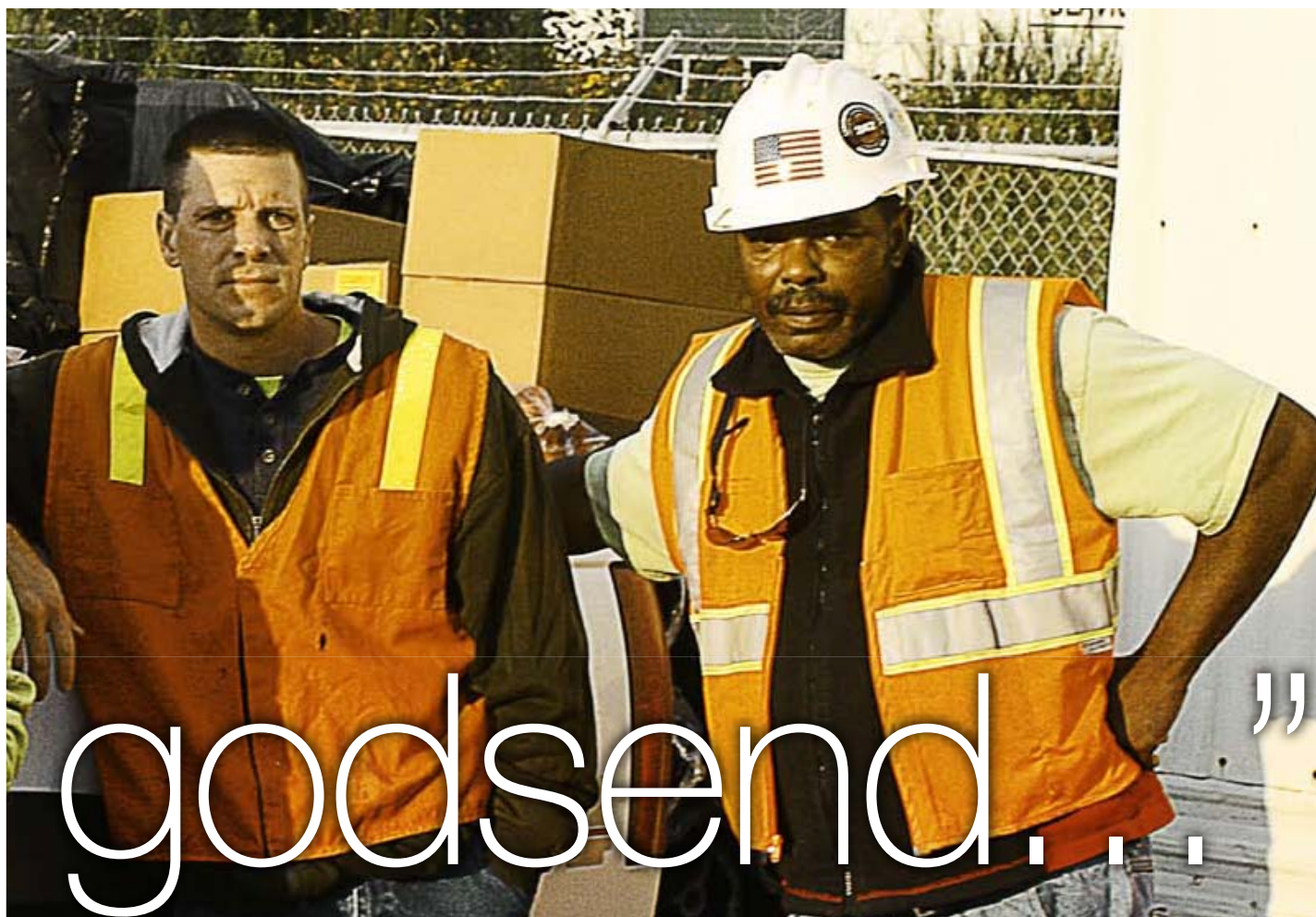
Over the years, heavy traffic has slowly rocked the panels back and forth, causing them to loosen and create the familiar “bump bump bump” sound motorists hear and feel when they drive the highway.



"This job is a

Construction laborers from Local 252 (Tacoma), back to work thanks to the ARRA-funded I-5 Port of Tacoma Road to King County Line HOV project.





ARRA: Restoring jobs, self-worth

I-5 Port of Tacoma Road to King County Line HOV

► **August 28, 2009** | *This article was published in the August 28, 2009, issue of the WSDOT Express Lane – www.wsdot.wa.gov*

When work dried up, life went on. A wife battled cancer, a child was conceived, an aging relative required care, and strong men did their best to hold things together, despite being jobless and, at times, hopeless.

“You shouldn’t feel like less of a man, but you do,” said Erik Buholm, a 35-year-old Lacey man

with a wife, a 3-year-old daughter, and a baby on the way.

Buholm has been out of work for nearly a year. That is, until now.

Hope has returned in the form of jobs for Buholm and several other laborers who are back at work, earning their paychecks and self respect on WSDOT’s I-5 Port of Tacoma Road to King County Line HOV project.

The two-year freeway widening project is largely funded by the American Recovery and Reinvestment Act of 2009, an effort to jumpstart our economy and create or save millions of jobs.

Buholm and several others from Laborers’ Local 252 (Tacoma), who are back on the job after

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months of idleness, offered a few minutes one recent morning before starting work to talk about their struggles, and what these federal-stimulus jobs mean to them.

Dean Libhart of Tacoma is married and has a 3-year-old and a 6-year-old at home.

"This (job) is a godsend for my family," Libhart said. Michael



"For me, health care is everything."

Joseph, a 53-year-old Spanaway man who has worked four months out of the last 12, said: "I just about started crying (when I landed the job)."

Times have been particularly trying for Joseph, whose wife is fighting cancer.

"She's in and out of remission," Joseph said. "For me, health care is everything." And without work, keeping up with health care costs is close to impossible.

And not just for Joseph. With a young child and another on the way, Buholm worried about how

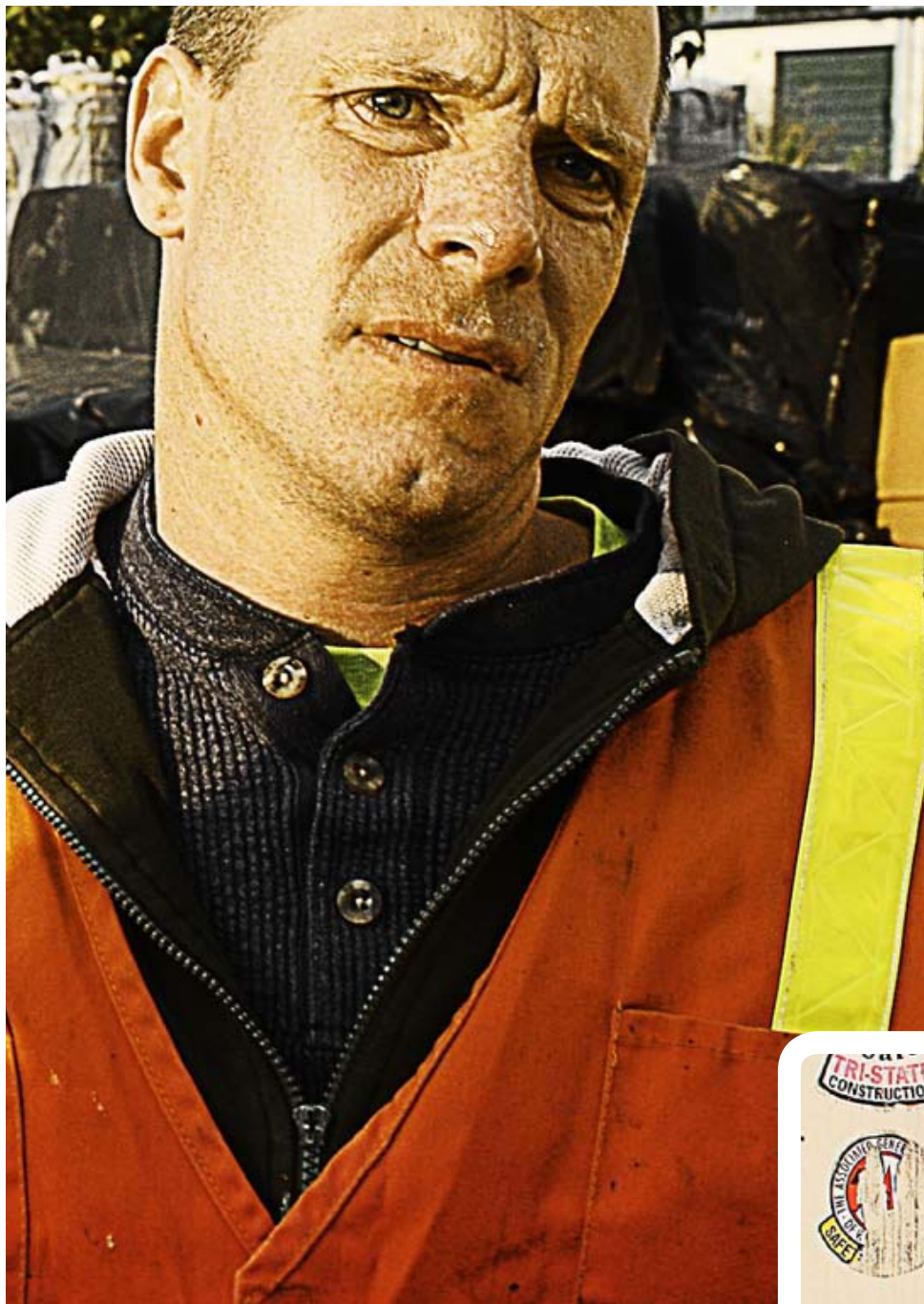


he was going to pay for proper medical care.

"It was getting to the point where I was sweating bullets,"

Buholm said. Now he's pleased to be sweating at work.

Charles Graham, 44, of Key Center, is a single father of an



11-year-old daughter and he takes care of his 63-year-old mother. For more than two decades, he found steady work. That all changed

November 7, 2008, the last day Graham worked before starting this new job.

“In 21 years, I’ve never seen anything like this,” Graham said.

For Graham, the new job offers multiple benefits. He gets a paycheck, he can pay for health care, and he can accumulate work hours so if his job disappears next year, he can at least collect unemployment checks.

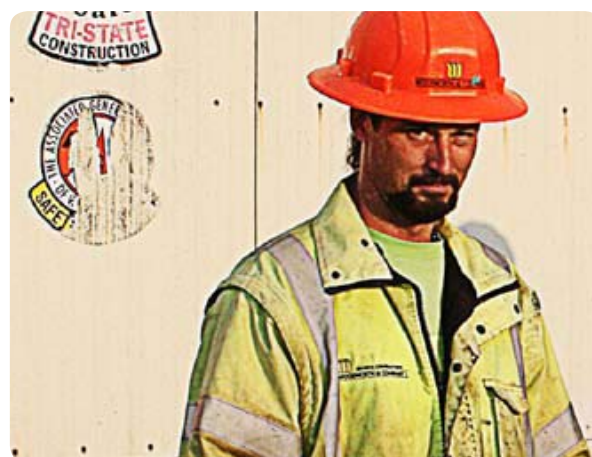
But that’s not what Graham wants. In fact, all of these men are willing and able to work, and say they would much rather earn a paycheck for a hard day’s labor than use the social services that have helped them survive—barely.

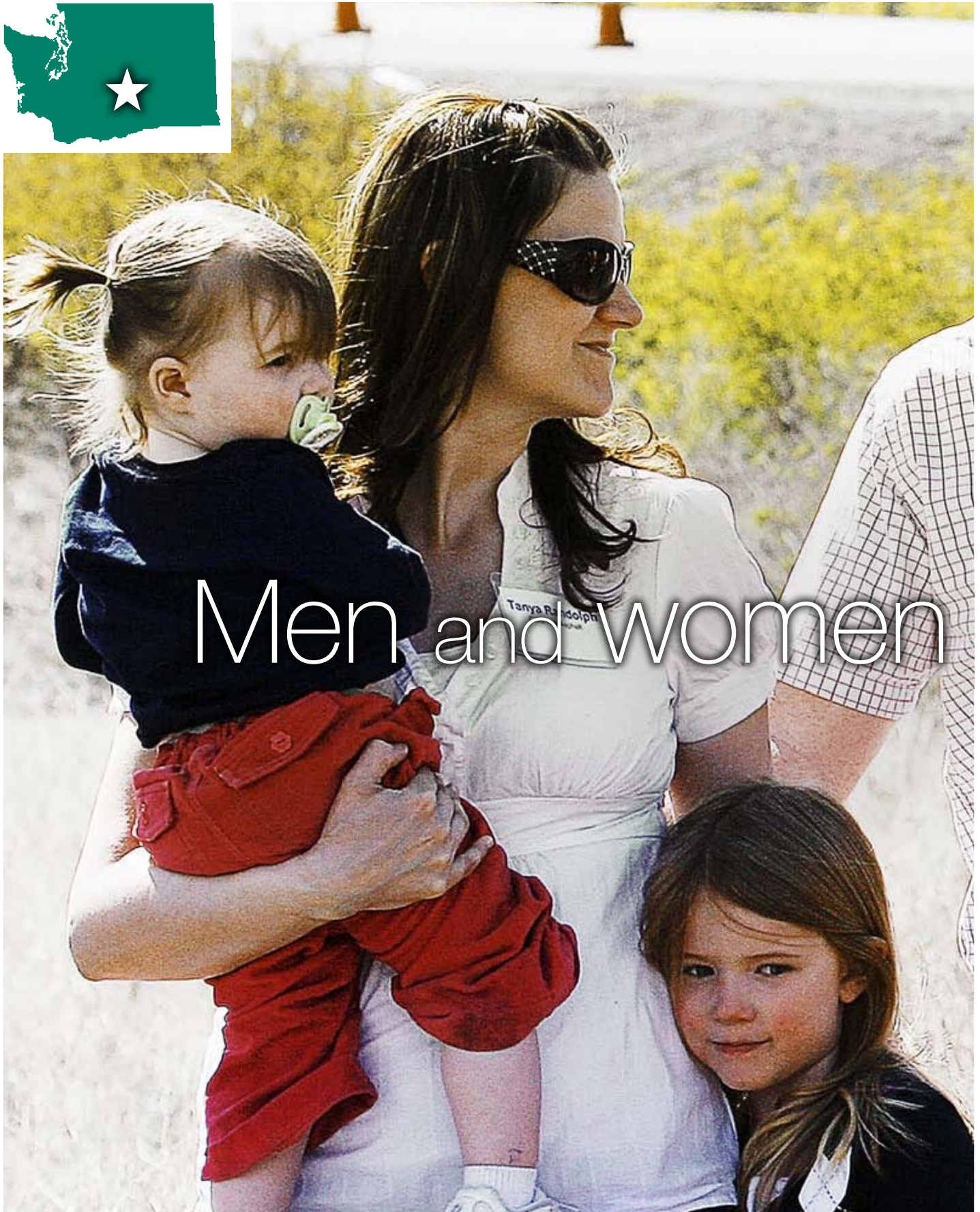
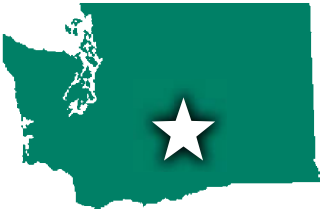
“The \$21 a month in food stamps doesn’t even pay for the milk,” Libhart said. “I had never been to a food bank before. You have to do what you have to do, but it’s kind of embarrassing.”

That was yesterday.

Today, Libhart and the others were up before dawn, dressed in hard hats and vests, prideful looks in their eyes.

No more time to talk. The trucks are pulling out and these guys need to get to work.





Men and women

I-90 Yakima River to West Ellensburg paving

► May 8, 2009 | This article was published in the May 8, 2009, issue of the WSDOT Express Lane – www.wsdot.wa.gov

WSDOT celebrated the start of construction on the first of Washington's state and local projects funded by the American Recovery and Reinvestment Act on April 30. Secretary Paula Hammond was joined by federal, state, and local representatives, Columbia Asphalt and its contractor crews and their families, for the start of construction on the I-90 Yakima River to West Ellensburg paving project.

"After several months of hard work preparing, planning, and getting our projects advertised, today we are recognizing the people who are directly benefiting from the investments – those men and women who are being put to

work because of these stimulus dollars," said Hammond.

One of those jobs went to Buddy Blackburn, a Columbia Asphalt and Gravel truck driver who was fearful of layoffs. "If I didn't have this work, it would be extremely difficult to look for a job in this market," said Buddy. "The most important thing in life is supporting and spending time with my family."

The stimulus projects also provide valuable training and experience to Washington's workforce. According to Jason Antijunti, a grader operator with Columbia Asphalt, "The stimulus job gave me more seat time and enabled me to learn more of the trade. It feels great, and this

are being put to work.



project has helped my career a lot. The ARRA has also helped ease my mind when it comes to income and makes life a little less stressful."

"I-90 over Snoqualmie Pass is the gateway to Ellensburg and the rest of central and eastern Washington," said Don Whitehouse, Regional Administrator of WSDOT's South Central Region. "These improvements, along with the other projects planned for I-90, will keep business and freight moving across the central Cascades."

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When the nearly \$2.5 million preservation project was completed in mid-summer, drivers experienced a smoother, safer driving surface from West Ellensburg to Thorpe.

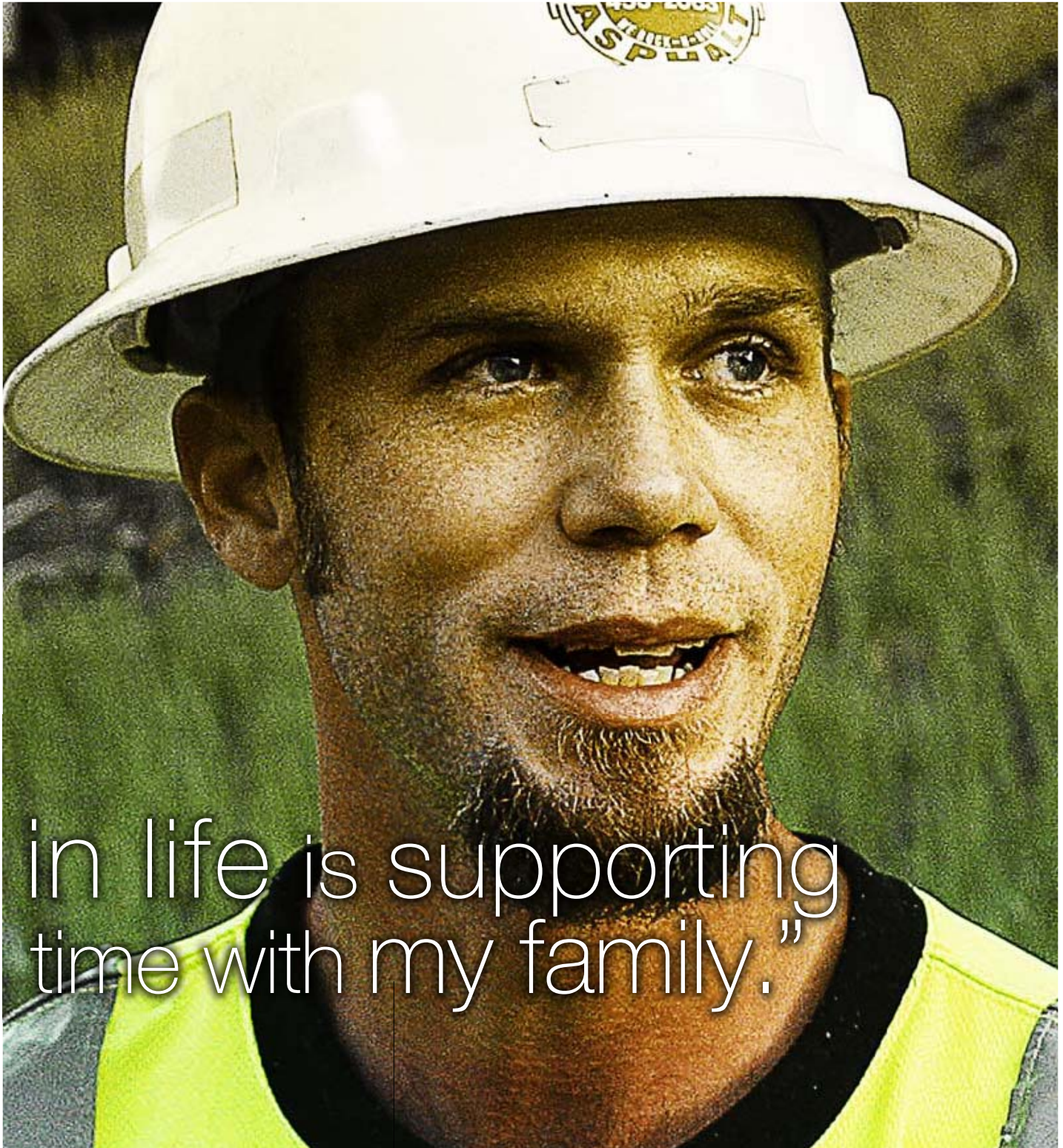
Columbia Asphalt ground the existing eastbound and westbound roadway surface and repaved it with hot-mix asphalt. Crews also enhanced drivability with updated safety features, such as guardrails, signing, and striping. The project opened to traffic by mid-summer. The new roadway surface will require less repair work, reduce maintenance costs, and extend the life of the pavement.

Another successful part of this project was Columbia Asphalt and Gravel's commitment to Disadvantaged Business Enterprises (DBE). Columbia Asphalt was required to contract 6 percent of their work with a DBE company. At the end of the contract, Columbia paid out almost 11 percent of the construction contract to a DBE company, exceeding the required amount by almost 5 percent.

By April, Washington was one of the few states in the country that had obligated more than half of the federal highway ARRA funds—a milestone reached 60 days ahead of schedule. Eventually, all 50 states met the Recovery Act's June 29 deadline.



“The most
important thing
and spending





Hannegan Road Scott Ditch Bridge No. 245 replacement

► September 12, 2009

This article was published in the September 12, 2009, issue of the WSDOT Express Lane – www.wsdot.wa.gov

An ailing bridge on a major trucking route in Whatcom County was replaced thanks to funding from the American Recovery and Reinvestment Act (ARRA).

The Scott Ditch Bridge on Hannegan Road, just south of Lynden in Whatcom County,

The project included replacing the existing two-span bridge with a wider, single-span bridge suitable for heavy truck traffic.

The new bridge is approximately 8 feet wider than the 34-foot-wide existing structure at 42 feet, 9 inches. Crews demolished and removed the existing bridge,

An ailing bridge on a major trucking route was replaced thanks to funding from the American Recovery and Reinvestment Act.

was built in 1935 and handles 8,500 vehicles per day. Major repairs for flood damage and traffic-induced wear in 1958, 1991, and 2002 forced the county to impose weight restrictions on the bridge, which sits in the middle of a major trucking route.

As the bridge began showing signs of structural distress, Whatcom County nominated it to receive ARRA funding for replacement.

Crews began work on the \$1.05 million project August 23 and the work was expected to wrap up by the end of October.

and installed new support piles, abutments, girders, cast-in-place deck, and approach slabs.



Construction crews were hard at work this summer in Lewis County.

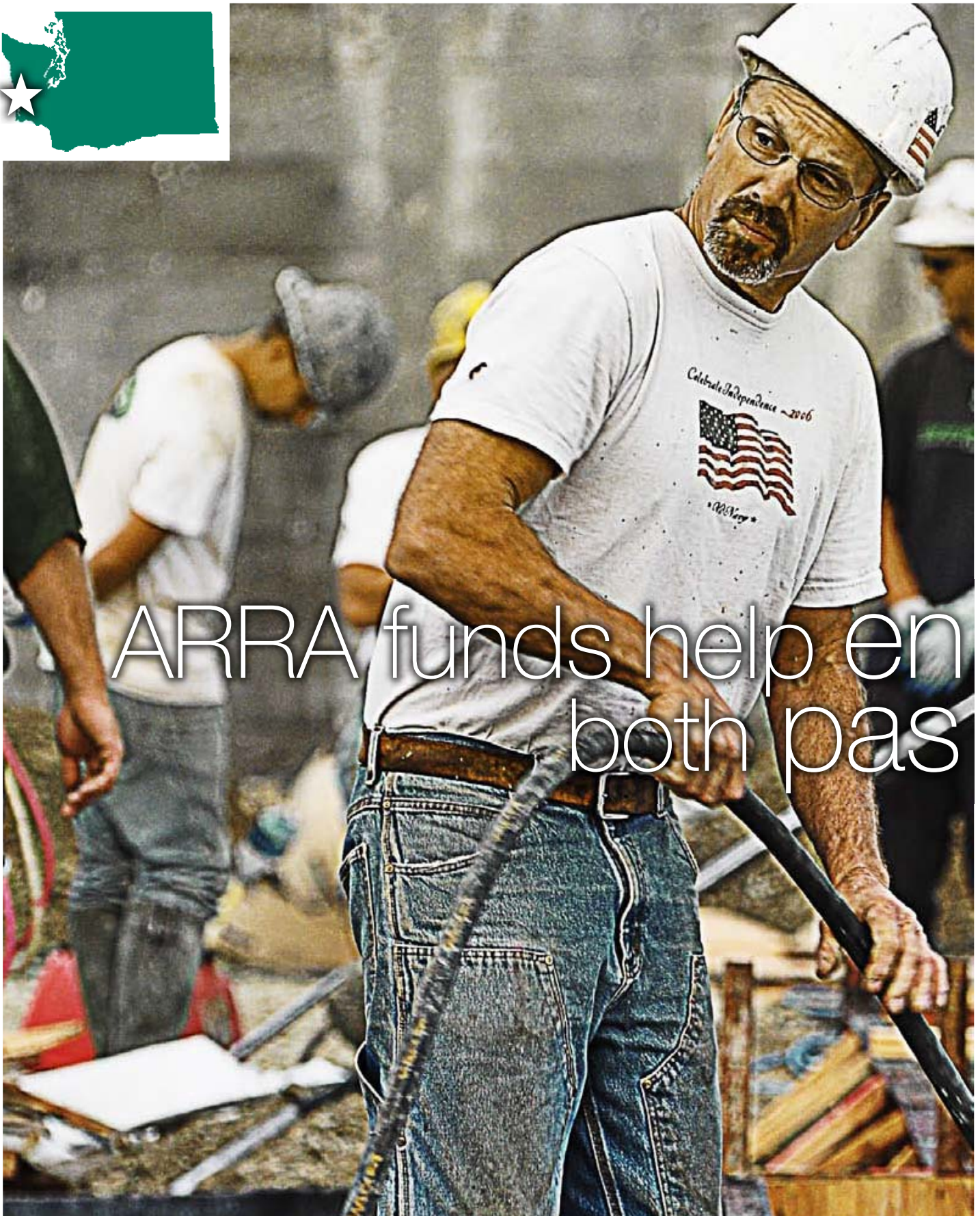
I-5 Koontz Road to Harrison Avenue paving

► **May 22, 2009** | This article was published in the May 22, 2009, issue of the WSDOT Express Lane – www.wsdot.wa.gov

Construction crews were hard at work this summer on Interstate 5 between Koontz Road and Harrison Avenue in Lewis County. A \$5.4 million contract was awarded to Lakeside Industries of western Washington for repairing and repaving this section of freeway. The project includes \$3.58 million in American Recovery and Reinvestment Act (ARRA) funding, which allowed WSDOT

to extend an existing paving project farther to the south and complete the work this summer.

This project paved both directions of I-5 between Koontz Road and Harrison Avenue in Lewis County. Eight miles of interstate received a new layer of asphalt in this 13-mile section of roadway, excluding the newly built and paved I-5, Rush Road to 13th Street project area.



ARRA funds help en
both pas

Aberdeen Transit Station rebuild

► September 19, 2009

This article was published in the September 19, 2009, issue of the WSDOT Express Lane – www.wsdot.wa.gov

Grays Harbor Transit started construction of the Aberdeen Transit Station expansion and improvement project earlier this year with the help of an American Recovery and Reinvestment Act grant, and additional funding from a Federal Transit Administration grant.

The project is designed to enhance safety for both riders and local traffic and to accommodate future growth of bus ridership. The transit station improvements include expanding the size of the station, installing better lighting, adding security cameras, and providing a covered seating area for passengers. A park and ride lot will be expanded to provide parking for up to 35 vehicles and sidewalks, and bike racks will make the station more accessible.

“Without these funds, we were about \$500,000 short and would have needed to scale the project back,” said Mark Carlin, Grays Harbor Transit General Manager. “The federal funds allow us to complete the project the way it was designed, giving us a sheltered area for passengers and room for expansion of service in the future. These funds are definitely being used for a good cause.”



hance
senger

and vehicle
safety.

Stimulus funding is helping to construct a new Aberdeen Transit Center for Grays Harbor Transit.

Currently buses leaving the station pull onto Wishkah Street, one of the busiest traffic corridors through Aberdeen, and must merge across three lanes of traffic in order to turn onto their routes. When the station project is completed, bus traffic will enter onto a less busy street where they will be routed to a signalized intersection to cross Wishkah. These revisions will help improve traffic flow and vehicle safety.



Ferries preservation

The PSRC provided \$8.4 million in local ARRA funds to ferry projects.

WSDOT's Ferries Division received more than \$4.2 million in federal Recovery Act funds from the Puget Sound Regional Council (PSRC) in March for ferry vessel preservation work. That investment allowed the MV Spokane and the MV Evergreen State to get a new coat of paint.

In all, the PSRC provided \$8.4 million in local Recovery Act funds to WSF projects.

Ferry vessels need to be painted approximately every seven years, but due to vessel availability, the Spokane had not been painted in approximately eight years. Due to the availability of funds and the timing of vessel procurement and retirement, the Evergreen State not been painted in approximately 14 years.

The Spokane (\$2 million) and Evergreen State (\$914,000) paint

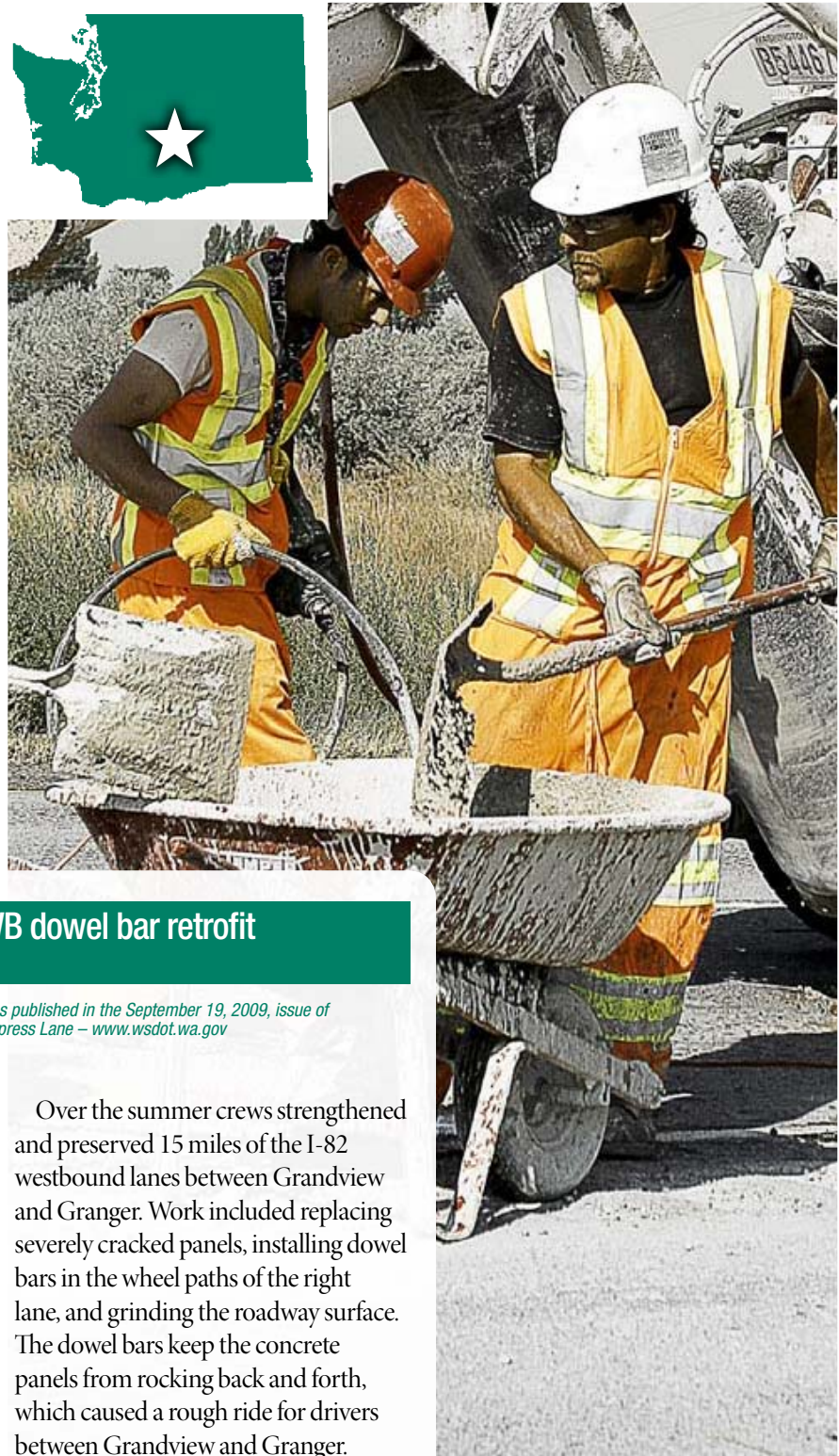
projects were completed under budget. The remaining vessel preservation funds (\$1.28 million) will be spent on one of the next vessels in line for preservation work.

The PSRC also allocated Recovery Act funds to repair the Vashon Island ferry terminal and seismically upgrade four ferry dock transfer spans (the moveable bridge where the dock meets the vessel). The long-needed Vashon Island terminal preservation project received more than \$3 million to replace 12 piles and make more than 30 repairs at various locations on the timber trestle of the Vashon dock. The project also includes removal and replacement of existing cracked asphalt pavement on the trestle.

Meanwhile, more than \$1.13 million in Recovery Act funds will be used to seismically retrofit transfer spans at the Seattle,

Bainbridge Island, Vashon Island and Edmonds terminals so the transfer spans do not separate from the dock during an earthquake.

This ARRA
project
strengthened
and preserved
15 miles
of roadway.



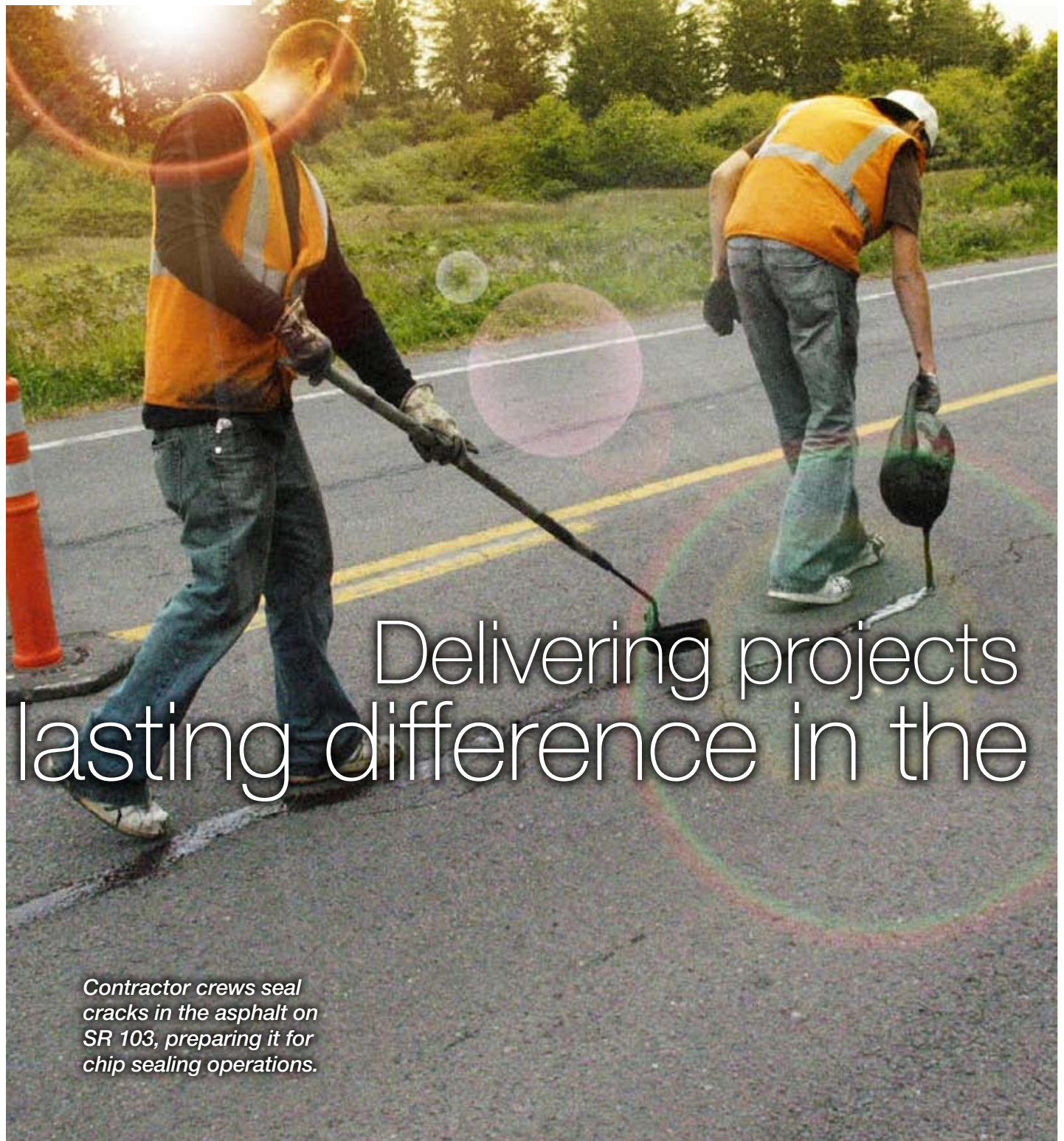
I-82 Granger to W Grandview WB dowel bar retrofit and concrete rehabilitation

► **September 19, 2009** | *This article was published in the September 19, 2009, issue of the WSDOT Express Lane – www.wsdot.wa.gov*

WSDOT advertised the I-82 Grandview to Granger westbound pavement repair project for contractor's bids on April 20, one of the first projects to be funded by the American Recovery and Reinvestment Act (ARRA) in Washington state. The project was estimated to cost \$11.4 million, but a good bid climate lowered the cost to just less than \$7 million.

Road to Recovery | November 2009

Over the summer crews strengthened and preserved 15 miles of the I-82 westbound lanes between Grandview and Granger. Work included replacing severely cracked panels, installing dowel bars in the wheel paths of the right lane, and grinding the roadway surface. The dowel bars keep the concrete panels from rocking back and forth, which caused a rough ride for drivers between Grandview and Granger.



Delivering projects lasting difference in the

*Contractor crews seal
cracks in the asphalt on
SR 103, preparing it for
chip sealing operations.*

US 101/SR 103 Fort Columbia to Long Beach paving

► July 10, 2009 | This article was published in the July 10, 2009, issue of the
WSDOT Express Lane – www.wsdot.wa.gov

For retailers fighting to keep profits up in a down economy, the closure of a central thoroughfare holds the potential to deliver a significant blow to business.

However, a recent WSDOT project funded with American Recovery and Reinvestment Act (ARRA) dollars, which closed SR 103 on the Long Beach Peninsula, left the local business community thrilled.

The improvements made to the Long Beach Peninsula were part of the US 101/SR 103 Fort Columbia to Long Beach paving project. The \$2.5 million project

district for more than three days, but arranged a detour and kept sidewalks open along the route.

Thanks to advanced planning and coordination between WSDOT, the contractor (Knife River of Tangent, Oregon), city of Long Beach officials, and local merchants, “it seemed like business as usual for local shops [throughout the closure],” observed WSDOT Chief Project Inspector Ty Hillebrand.

Contractor crews, WSDOT engineers, and inspectors contributed to the area’s economy by supporting local hotels and restaurants during

pavement may hardly seem like a tourist attraction, but makes a significant contribution to the area. “A great deal of what you market to visitors is ambiance,” said Boyle. Additionally, Boyle said the renovated ADA facilities in the downtown area “meet the needs of older tourists and help keep Long Beach competitive with other coastal locations.”

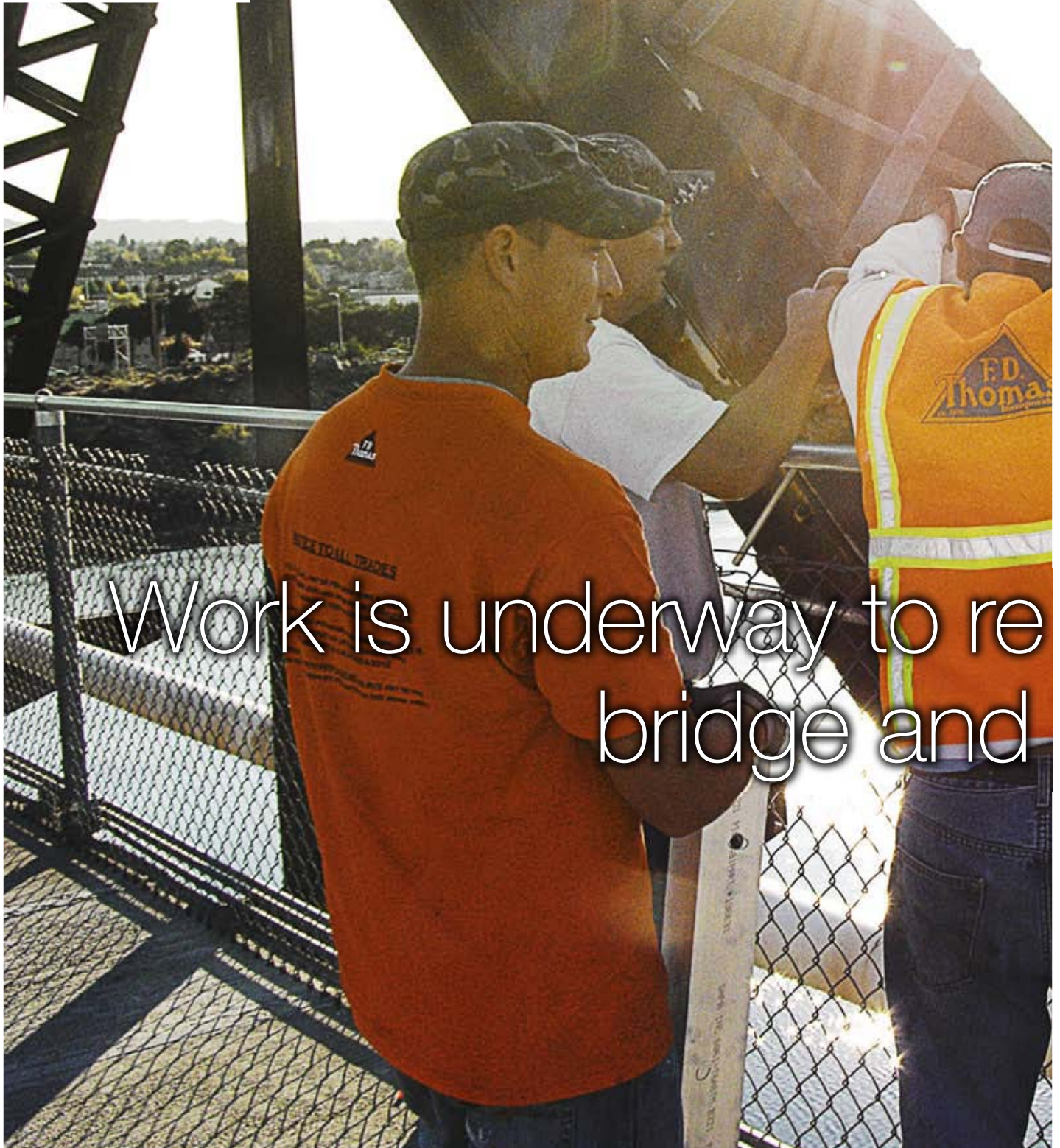
and programs that make a lives and livelihoods of Washingtonians

resurfaced nearly 10 miles of highway on SR 103 and US 101, and improved Americans with Disabilities Act (ADA) facilities along SR 103 in Long Beach.

While paving through the city of Long Beach, WSDOT completely closed SR 103 through the city’s downtown

their around-the-clock operation. City officials expect the SR 103 improvements to positively impact local business long after the departure of project workers.

Una Boyle, Executive Director of the Long Beach Peninsula Visitors Bureau, said that new





Columbia River Bridge repair

► September 26, 2009

This article was published in the September 26, 2009, issue of the WSDOT Express Lane – www.wsdot.wa.gov

Work is underway to repaint the 100-year-old Columbia River Bridge and stimulate the Wenatchee area economy at the same time.

The 1,000-foot long bridge between Wenatchee and East Wenatchee supports a huge irrigation pipe and a pedestrian and bicycle path, which is part of the 10-mile long Apple Capital Loop Trail.

The city of Wenatchee maintains and operates the bridge and along with local agency partners, recently completed more than a \$100,000 in structural repairs to the century old bridge so it could continue to be used as a critical link in this unique, nationally recognized trail.

The city also determined that the future of the bridge was dependent on significant preservation measures; chief among them, a paint job. The

“The project entails cleaning the entire structure with high pressure water, rust removal with hand tools, priming of bare metal, and painting of the entire structure with two coats of paint,” Owen said. “All water and debris must be pumped off the bridge and placed in containers, tested, and disposed of in a sewer treatment plant for the filtered water and a landfill for the paint chips and other debris.”

The bridge is closed to bikes and pedestrians while the work is underway.

At the same time, the SR 285 Senator George Sellar Bridge, just a few hundred yards downstream, has been closed to pedestrian traffic since May due to a construction project adding another eastbound lane.

That project removes the sidewalks from the bridge, replacing them with a new structure being added to

paint the
stimulate
100-year-old
the economy.

price tag for the first repainting since the bridge was built in 1908 was well beyond the resources of the city and its partners.

A solution came in the form of American Recovery and Reinvestment Act (ARRA) funds. The project was funded for \$1,506,749 to clean, paint, illuminate, and add safety and security features.

Gary Owen, Wenatchee City Engineer, said it is not as easy as it might sound.

the south side of the bridge, but that facility won't be finished until late next year. The pipeline bridge closed to traffic in October and the Sellar Bridge sidewalk and trail connection was open by then. The contractor for the project is F.D. Thomas, Inc., of Central Point, Oregon.

This 100-year-old bridge across the Columbia River in Wenatchee will get a new coat of paint, thanks in part to ARRA funds.



“Improving this roadway economic

Ben Hwee, the owner of
Pacific Rim Service and
Construction Company, Inc.,
and the subcontractor on the
SR 4 project.



SR 4 Skamokawa to Coal Creek Road paving and guardrail

► August 22, 2009

This article was published in the August 22, 2009, issue of the WSDOT Express Lane – www.wsdot.wa.gov

Sunny weather and coastal breezes often entice Washington drivers to roll down their windows and enjoy the beauty of scenic byways such as SR 4 and US 101.

In the summer of 2008, leisurely highway drives down SR 4 were halted by traffic cones and road barriers as a safety improvement project on the highway required significant road closures.

daytime single-lane closures, with flaggers alternating traffic.

The route remained open throughout construction. Paving work was part of WSDOT's SR 4 Skamokawa to Coal Creek Road paving and guardrail project, which improved nearly 28 miles of SR 4 through Wahkiakum and Cowlitz counties.

Funds from the 2009 American Recovery and Reinvestment

forward to the possible economic benefits of increased safety and fresh pavement: "We have a lot of baby-boomers traveling here from metropolitan areas and they're used to good infrastructure.

"Improving this roadway will encourage people to travel to this beautiful scenic region, and enhance the economic climate of Cathlamet," she added.

will ... enhance the climate of Cathlamet."

– Mary Remer, CEO of the Skyline Golf Course

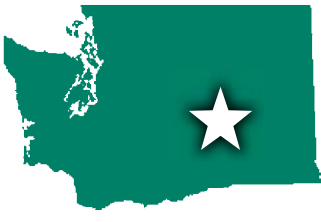
When orange cones and construction barrels appeared once again along SR 4 on June 29 of this year, local drivers and businesses braced themselves for a second summer of traffic impacts.

However, those planning a summer cruise down SR 4 were able to take a deep breath and relax. Paving on SR 4 only minimally impacted traffic and resulted in a rejuvenated roadway. During construction, drivers only encountered

Act were contributed to the project by Wahkiakum County, and helped contractor crews from Lakeside Industries, Inc., of Longview, Washington, get to work installing new safety features and paving the roadway.

Local business owner Mary Remer expressed enthusiasm about the current project. "I think it's going to be a real boom to the area," she said. Remer, CEO of the Skyline Golf Course in Cathlamet, looks

By utilizing federal funds, putting local contractors to work, improving motorist safety, and rejuvenating aged pavement, the SR 4 paving project demonstrated that in Washington state you can have your road—and drive it too.



“I’m just grateful

Char Elton, a Colville Tribal member from Omak, was operating the roller the first day of paving on SR 17. This was her second stimulus job this year.

SR 17/SR 282 Grant County paving/widening

► August 15, 2009

This article was published in the August 15, 2009, issue of the WSDOT Express Lane – www.wsdot.wa.gov

A major central Washington stimulus project in July reached a milestone as crews began the asphalt paving of eight miles of State Route 17 from the Grant County Airport in Moses Lake to the junction with SR 282, and from there, all five miles of SR 282 to the junction with SR 28 in downtown Ephrata.

Work began June 8 and was completed by October.

Char Elton, a Colville Tribal member from Omak, was operating the roller the first day of paving on SR 17 on Tuesday, July 28.

This was her second stimulus job this year. The first one was a local project in Omak.

She had done flagging in the past but did not have any work lined up prior to Granite Northwest hiring her this past summer: “I’m just grateful to be working!”

Randy Manry, Granite Northwest’s General Manager for central

Creek. The two-mile-long northbound passing lane starts at South Neppel Road and ends at Northlake Road. A two-mile-long southbound passing lane now runs between North Neppel Road and Northlake Road and another half-mile-long passing lane starts at South Neppel Road and ends at McConihe Road.

WSDOT Project Engineer Eric Pierson said the \$6.2 million project, which supported some 75 jobs, came in 22 percent under the engineering estimate, “due to the economies that came by combining the widening projects with the two stimulus pavers.”

At the same time, said Pierson, “Without the ARRA funding, we only had the budget to build the passing lanes, but being able to pave the entire road surface dramatically improves the project for safety, smoothness, mobility and freight movement, as well as preservation.”

to be working.”

Washington, said most of his people were working for him already, but without this stimulus project, “most would have been shipped around the state to work on other projects, away from home. The rest wouldn’t have had a job at all.”

His crews also built more than four miles of passing lanes as part of this combined project.

Two 12-foot-wide passing lanes were added on SR 17 between the Grant County Airport and Rocky Ford

“The ARRA project was working an extra being laid off.”



Central Washington Asphalt paving crew resurfacing 28 miles of SR 243, from Vantage to Vernita.



the difference between three weeks instead of

– Pamp Maiers, President of Central
Washington Asphalt

SR 243/262 Ephrata South paving

► August 4, 2009 | *This article was published in the August 4, 2009, issue of the
WSDOT Express Lane – www.wsdot.wa.gov*

Three stimulus projects were substantially completed in late July, on time and on budget.

Under a \$2.98 million contract, Central Washington Asphalt crews resurfaced a total of 68 miles of three state highways in central Washington—16 miles of SR 155 east of Omak, all 28 miles of SR 243 from Vantage to Vernita, and all 24 miles of SR 262 past Potholes State Park.

Work began May 26 and was complete August 3.

“I’ve got 350 to 400 employees and none of us make any money if we’re not working.” Those are the words of Pamp Maiers, President of Central Washington Asphalt of Moses Lake.

Maiers said the impact of three additional chip seal projects on his crews, “was the difference between working an extra three weeks instead of being laid off.” At the same time, he said, “These were good projects that turned out well, that preserve and improved three highways in Grant and Okanogan counties that sorely needed it.”

Maiers said, “Financially, it worked out well for both the state and for me. I already had the region’s regular chip seal contract, so I already had my crushing operation, asphalt plant and chip sealing crews.

“I was able to beat the other bids by combining the work (9.5 percent under the engineering estimate). For example, the SR 155 ARRA project continued the resurfacing in the region from Disautel Pass down to Omak, so the crews, equipment and materials were already in place and we treated it like a single project.

“Most of that highway is on Colville Tribal lands and tribal members made up 70 percent of our crew. The ARRA project kept them working an extra three weeks.

“I don’t like the reporting requirements,” said Maiers, “I had to add clerical staff to deliver the required documentation, but I guess that created new jobs, too.”

Maiers is also vice president of the Washington Asphalt Pavers Association and takes a broader

view of the stimulus projects than he might from strictly the perspective of a contractor. “WSDOT’s paving tonnage in ’08 was 1.235 million and for ’09 it was only going to be 990,000. The ARRA projects boosted that to 1.535 million.”

He pointed out the residential and commercial business is down 70 to 90 percent. Coupled with the 30 percent reduction in state paving contracts, prior to the stimulus, “Contractors were looking at a grim year.”

“It’s a band-aid,” he said, “But it made a big difference this summer.” For the long term, he said, “We need to see an increase in the federal gas tax which hasn’t been raised since ’92. We can’t do the projects that are necessary just by continuing to raise the state gas tax.”



“...my grandkids will see something that helped build.”

Project Superintendent Kevin Light spraying down an area of the SR 14 Pedestrian Tunnel project.



actually be able to their grandfather

SR 14 Pedestrian Tunnel

► September 5, 2009

This article was published in the September 5, 2009, issue of the WSDOT Express Lane – www.wsdot.wa.gov

Contractor crews across the state were hard at work all summer, improving highways and local roads alike.

WSDOT partners with cities, counties and other local organizations to secure funding for projects that develop and improve local communities. One such project was in the city of Washougal—the SR 14 Pedestrian Tunnel.

In early May, the city of Washougal's contractor, Coffman Excavation, LLC of Oregon, began construction on a pedestrian tunnel underneath SR 14 to improve safety and connectivity

between the newly reconstructed city core and the Columbia River waterfront. WSDOT partnered with the city to secure funding and provide support for the project.

"Any amount of money (small or large) goes a long way in a small town," said Ken Hash, WSDOT Local Programs. "It's projects like these that give a town its unique identity."

Without funds from the American Recovery and Reinvestment Act (ARRA), there was no guarantee this project would have been built. Likewise, several contractor

Continued page 34 ►



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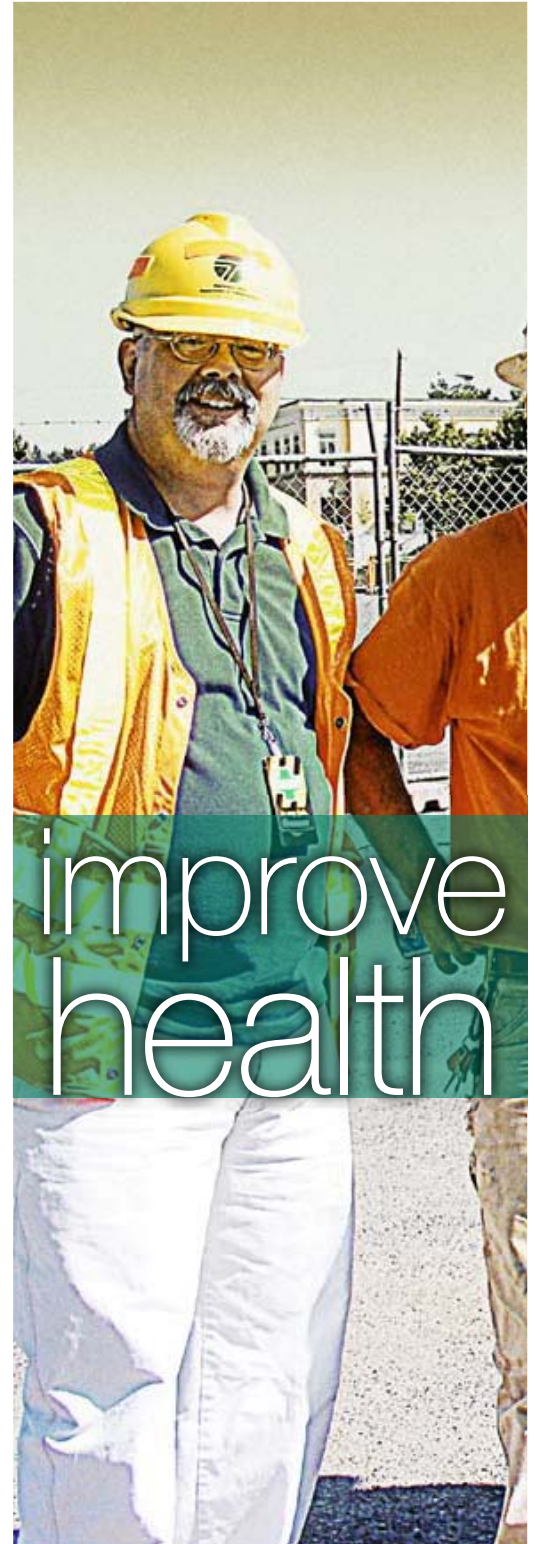
crew members acknowledge that without this project there was no assurance they would be presently employed. “If this project didn’t exist, I’d probably be somewhere, but I wouldn’t be guaranteed a job or a paycheck,” said crew member and surveyor Kelly Brown. Another crew member, Rick Fox, said he was “laid off last winter and was brought back to work because of this project.”

Project Superintendent Kevin Light expressed enthusiasm about the project because “this project enabled us to continue working and bring employees back to work.” Additionally, Light was excited to be involved in the construction of a downtown feature that he believes will be an integral part of his town and family history. “I’m so excited about this project because my grandkids

will actually be able to see something that their grandfather helped build.”

The SR 14 Pedestrian Tunnel project was an excellent reminder that transportation improvements go so much further than state highways—they can have a lasting effect on the health of communities. While ARRA funds provided work for many individuals, the funds also enabled the construction of projects that will endure long after the recession ends.

“Transportation effect on the improve health





I-5 North Kelso to Castle Rock concrete pavement rehabilitation

► **May 30, 2009** | This article was published in the May 30, 2009, issue of the WSDOT Express Lane – www.wsdot.wa.gov



This summer crews replaced and repaired approximately 180 damaged concrete panels in both directions of I-5, as well as repaved the northbound lanes of I-5 between the Kelso and Castle Rock vicinities.

The three-month project was expected to support more than 100 jobs. WSDOT combined an existing paving project with another paving project funded by the American Recovery and Reinvestment Act.

Granite Northwest, Inc., of Camas submitted the project's winning bid of \$9.9 million, which was more than 14 percent below the engineer's estimate of \$11.6 million.

This project preserves a vital economic link for freight traffic and commuters.

Restoring this section of I-5 will preserve the road surface, reduce maintenance costs, and improve safety and mobility for all drivers. Construction began in July and was completed in November.

I-5 is the only continuous north-south freeway on the West Coast, and a vital economic transportation link for freight traffic and commuters alike.

This section of I-5 in Cowlitz County carries an average of 50,000 vehicles per day, 23 percent of which are trucks.

The city of Redmond broke ground on the first of 147 local transportation projects supported by the American Recovery and Reinvestment Act.

Local and state officials celebrated the start of construction on the 36th Street Bridge project on May 1.

The project will provide a key connection in the Overlake

This project is expected to reduce vehicle miles traveled by 135,000 miles per year.

NE 36th Street Bridge construction

► **May 9, 2009** | This article was published in the May 9, 2009, issue of the WSDOT Express Lane – www.wsdot.wa.gov



neighborhood with a new bridge crossing over SR 520, linking NE 31st Street with NE 36th Street. The bridge will carry two lanes of traffic, bike lanes, and sidewalks to improve traffic circulation, alleviate congestion, and improve pedestrian and bicycle connections.

The Overlake area is home to more than 600 information-technology and high-tech firms and is designated as a regional growth center by the Puget Sound Regional Council. This project is expected to reduce vehicle miles traveled by approximately 135,000 miles per year.

Hybrid diesel-electric bus purchase

► **June 27, 2009** | This article was published in the June 27, 2009, issue of the WSDOT Express Lane – www.wsdot.wa.gov

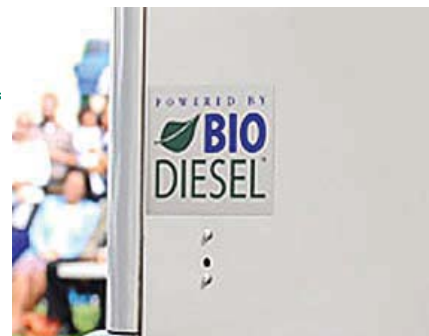
Intercity Transit, which serves Olympia, Lacey, Tumwater, and Yelm, purchased its first six hybrid diesel-electric buses thanks in large part to \$2.33 million in federal

Hybrid electric buses are good for the region's air quality and help transit agencies reduce harmful carbon emissions that contribute to climate change. Hybrid buses use less fuel,

Stimulus funds will buy new hybrid buses for Intercity Transit.

stimulus funds recently identified for the public transportation provider through the American Recovery and Reinvestment Act (ARRA).

produce lower emissions, are likely to require less maintenance, and have a long operational life cycle.



Each bus is estimated to cost \$560,000 for a total of about \$3,662,532 (including tax). Recovery funds will pay for four buses and the additional two buses will be purchased with other federal funds and a local match of \$575,000 by Intercity Transit.

The buses are scheduled to arrive in mid-2010 and will replace six of the oldest buses, which have been in operation since 1996.

US 97 Centerville Road to Bickleton Road and Satus Pass paving

► **June 6, 2009** | This article was published in the June 6, 2009, issue of the WSDOT Express Lane – www.wsdot.wa.gov

Crews repaved nearly 12 miles of US 97 through Goldendale and over Satus Pass.

The \$3.8 million US 97 Centerville Road to Bickleton Road and Satus Pass Paving project was funded entirely by the American Recovery and Reinvestment Act (ARRA).

"The positive impact of this project will be seen not only in the jobs it supports but also in the long-term improvement of highways that are vital to the economic health of our state," said Paula Hammond, Transportation Secretary. "Paving US 97 ensures the continued safety

Paving US 97 ensures the safety and viability of this crucial route.

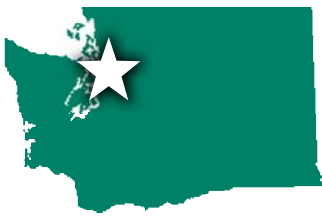
and viability of this crucial commercial route and creates employment opportunities in local communities."

US 97 is a major freight route and Satus Pass carries an average of 3,900 vehicles per day, providing an essential link between central and southwest Washington.

Resurfacing the roadway repairs the existing pavement and extends the life

of the roadway, in addition to providing a smoother and safer ride for motorists.

WSDOT awarded a contract for the project on May 27 to Granite Northwest, Inc., of Yakima, with a winning bid of \$3 million. Construction began in June and was completed in September.



Lakeside Industries Division Manager, Gail Land (right) and Danielle Branes (left), a truck driver for the contractor company.



“This project ensures longtime employees,



US 2 Monroe to Sultan paving

► June 26, 2009

*This article was published in the June 26, 2009, issue of the
WSDOT Express Lane – www.wsdot.wa.gov*

WSDOT staff, local officials and Lakeside Industries crews on June 16 celebrated the start of construction on the first of Snohomish County's state and local highway projects funded by the American Recovery and Reinvestment Act (ARRA).

This \$2.1 million preservation project removed the top layer of pavement and repaved about five miles of US 2 from Monroe to Sultan. The project also made safety improvements by installing centerline and shoulder rumble strips and restriping road markings.

Recent harsh weather conditions caused the pavement to rapidly deteriorate. The stimulus funding allowed for repaving the highway now, ending costly temporary repairs and providing drivers with a smoother, safer ride.

"We are elated to be a part of the stimulus package here in Washington state," said Gail Land, Monroe division manager for Lakeside Industries. "This project ensures that we can keep our longtime employees and also hire several new workers."

that we can keep our
and also hire several
new workers."

– Gail Land, Manager for
Lakeside Industries



SNOQUALMIE PASS REPAVING PROJECT

Streets paved with gold? Actually, with stimulus money

By RACHEL LA CORTE
THE ASSOCIATED PRESS

SNOQUALMIE PASS — As an excavator tears cracked panels of concrete from a section of Washington's most heavily traveled east-west highway, construction worker Jason Antijunti prepares to drive a 16-ton grader over the soon-to-be repaved area.

Antijunti, a 27-year-old employee of Columbia Asphalt and Gravel, once worried he'd be spending the summer "sitting as home on unemployment and not feeding the family."

"The beginning of the year, I heard it was going to be a tough year. Then all of a sudden we had more work than we could keep up with," said Antijunti, who lives with his wife and two small children in Naches. "I thought it was going to be Top Ramen and soup this year and it turned out being potatoes and steak."

Antijunti is one of about 40



Jason Antijunti works a 16-ton grader over a section of Interstate 90 during a repaving project near Snoqualmie Pass.

workers repairing this five-mile stretch of Interstate 90 between Blauvelt and the summit. The \$100-million project, which started in early May, is one of several repair

federal stimulus money. In all, more than 180 state and local highway projects and several transit and aviation projects throughout Washington are benefiting from the more than \$6 billion in federal transportation aid the state is receiving.

Since President Obama signed the \$787 billion economic recovery plan into law in February, more than \$400 million has been spent Washington state. Although the state is to receive at least \$7 billion in stimulus money for projects ranging from public security and emergency preparedness to education and water-quality protection.

Aside from the \$2 billion for cleanup at the Hanford nuclear reservation, transportation projects are getting the biggest chunk of the money.

Transportation is an area where the economic federal money can

state Gov. Chris Gregoire says. "This is an opportunity for us to seize the crisis and turn it into a moment to build a better infrastructure that is in line with

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Stimulus money pays for Snoqualmie Pass paving

As an excavator tears cracked panels of concrete from a section of Washington state's most heavily traveled east-west highway, construction worker Jason Antijunti prepares to drive a 16-ton grader over the soon-to-be repaved area.

By RACHEL LA CORTE
Associated Press Writer

County line to north of Chewelah

WSDOT to repair U.S. 395 north of Spokane County

Work to cost \$7.2 million, cause lane restrictions throughout 20-week job

By Jeanne Gustafson
THE SPokane NEWS-SPRINTER

The Washington state Department of Transportation expects two projects north of Spokane to cost a combined \$7.2 million to get under way soon on busy U.S. 395 between the Spokane County line and Tunnel Road, near Chewelah, Wash.

The work is being paid for with federal stimulus money, says DOT spokesman Al Gibson. A Bend, Ore.-based Knute River has been awarded one of the projects and is the low

about five miles north of Chewelah. Rip Taylor & Sons is the apparent low bidder for that project, with a bid of \$5.4 million, Gibson says.

"The roadway needs to be resurfaced because it's aging," he says. "If you drive some of these highways, it's been a while since some of them have

d panels of concrete from a section of highway, construction worker Jason Antijunti pre

KNDU Right Now

I-90 Improvement Project in Ellensburg is First of Its Kind in Washington

Posted: April 30, 2009 04:13 PM PDT

Updated: April 30, 2009 04:50 PM PDT



YAKIMA, Wash. — The first highway improvement project in Washington breaks ground today. This I-90 improvement project is the first in many state projects funded federally by the American Recovery and Reinvestment Act.

Even though the money is allotted to improve transportation, the project is also helping out other efforts.

"All of the sales tax that is on transportation projects goes to the operating budget," said Judy Gibbons, 41st District Representative.

Projects like healthcare and education could benefit from this work.

at the Yakima River and goes to West Ellensburg. It includes smoothing out potholes and safer roads.

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Number of completed Recovery Act highway projects on the rise

Sep 30 2009

As the summer construction season ends, the number of completed Recovery Act

Stimulus will drive job creation in I-82 construction zone

BY MARK MOREY
YAKIMA HERALD-REPUBLIC

YAKIMA, Wash. -- Jobs and better pavement.

The federal government's economic stimulus efforts are bringing both to a worn stretch of Interstate 82 between Grandview and Granger.

The pavement-improvement project went to bid today, the first contract being administered by the state Department

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WSDOT seeks \$1.3 billion in stimulus money for high-speed rail

The state Department of Transportation has applied for \$1.3 billion in federal stimulus money to enhance passenger rail service in the Pacific Northwest.

The application includes 28 projects, including enhancements that would allow

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